TEOFILO
VILLAHERMOSA

1913 COURT CASE: LAND USE IN CEBU BURNT AREA DISTRICT

COURT CASE FOR LAND USE

Official Gazette - Issues 27-52 - Page 1977

COURT OF LAND

REGISTRATION PROVINCE OF

CEBU

Registration of title Case No 9265

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"6" by corners of wall. Bearings true, declination being 2° 21' E.; date of survey, March 26, 1913.

All points referred to are indicated on two plans.

You are hereby cited to appear at the Court of Land Registration, to be held at the city hall, Calle Bagumbayan, city of Manila, P. I., on the 14th day of November, A. D. 1913, at 8.30 o'clock in the forenoon, to show cause, if any you have, why the prayer of said application shall not be granted; and unless you appear at such court at the time and place aforesaid your default will be recorded and the said application will be taken as confessed, and you will be forever barred from contesting said application or any decree entered thereon.

Witness the Hon. Pedro Concepcion, associate judge of said court, this 15th day of October, in the year 1913.

Attest: [SEAL.] ENRIQUE ALTAVÁS,
(45, 46.) *Acting Clerk of the Court.*

COURT OF LAND REGISTRATION.

CITY OF MANILA.

[Registration of title. Case No. 9262.]

To the Attorney-General of the Philippine Islands, the Municipal Board of the City of Manila, and Angela L. Viuda de Somes, this on calle Avilés No. 48, District of San Miguel; Vicente Go Tamco, No. 513, and the chinese Gan Tiac, No. 527, these two on calle Teodora Alonso, District of Santa Cruz, all in Manila, P. I.; and Josefa Rodriguez y Franco, calle San Pedro No. 7, Cavite, Cavite, P. I., and to all whom it may concern:

Whereas an application has been presented to said court by Dee C. Chuan, calle Teodora Alonso No. 527, District of Santa Cruz, Manila, P. I., to register and confirm his title in the following-described land:

A parcel of land with the buildings and improvements thereon, situated on calle Teodora Alonso Nos. 517–527, District of Sta. Cruz, City of Manila, P. I., more particularly bounded and described as follows:

Beginning at a point marked "1" on plan, being N. 3° 13' E., 31.36 m. from Fire Plug No. 369, on NE. corner of calles Teodora Alonso and Sacristia; thence N. 21° 07' E., 25.59 m. to pt. "2"; N. 68° 27' W., 12.83 m. to "3"; N. 66° 26' W., 6.06 m. to "4"; N. 18° 07' W., 3.47 m. to "5"; N. 56° 00' W., 27.04 m. to "6"; N. 49° 59' W., 38.51 m. to "7"; S. 43° 39' W., 15.04 m. to "8"; S. 39° 39' E., 6.34 m. to "9"; S. 40° 25' E., 37.72 m. to "10"; S. 54° 46' E., 30.53 m. to "11"; S. 43° 38' E., 9.22 m. to "12"; S. 24° 47' W., 0.14 m. to "13"; S. 66° 11' E., 13.03 m. to point of beginning; containing 1,947.9 sq. m.

Bounded on the NE. by property of Angela L. Vda. de Somes; SE. by calle Teodora Alonso; SW. by property of Vicente Go-Tamco and by estero de Trozo; and NW. by estero de Trozo.

All points referred to are indicated on the plan and on the ground point 1 by corner of building; points 2, 3, 5, 6 and 8 by wooden posts; and point 7 by wooden stake; bearings true, declination being 0° 49' E.; date of survey, June 7 and 14, 1913.

You are hereby cited to appear at the Court of Land Registration, to be held at the city hall, Calle Bagumbayan, city of Manila, P. I., on the 14th day of November, A. D. 1913, at 8.30 o'clock in the forenoon, to show cause, if any you have, why the prayer of said application shall not be granted; and unless you appear at such court at the time and place aforesaid your default will be recorded and the said application will be taken as confessed, and you will be forever barred from contesting said application or any decree entered thereon.

Witness the Hon. Pedro Concepcion, associate judge of said court, this 15th day of October, in the year 1913.

Attest: [SEAL.] ENRIQUE ALTAVÁS,
(45, 46.) *Acting Clerk of the Court.*

COURT OF LAND REGISTRATION.

PROVINCE OF CEBU.

[Registration of title. Case No. 9265.]

*To the Director of Public Works, in Manila, P. I.; the Municipal Council of Cebú, Mons. Juan B. Gorordo, as representative of the Bishopric of Cebú, the Corporacion de los Padres Recoletos, Gregorio, Tomas and Isabel Abendan, Eduardo Alcarcon, Juana Alepan, Yap Anton, Pascual Antonio, Antonio, Apolonia, Isidoro and Valentin Atillo, Maria Balili, Anacleta Barba, Potinciano Baylon, Barbara Beque, Eugenio Bergado, Jesus Biong, Eugenio Borgado, Andres and Baldomero Borromeo, B. N. J. Borromeo, Incarnacion Borromeo and Sisters, José and Vito Borromeo, Pablo Cachapin, Santiago Carbonel, Restituto Casala, Joaquin, Potenciano and Servanda Castro, Cang Suco, Eulalio Causin, Joaquin Clavano, the heirs of V. Climaco, Josefa Climaco, Juan Coi, Luis Concepcion, Angela, Cipriano and Maria Corro, Pedro and Victor Cui, Victoriana Dacua, Maria Daniel, George Deiz, Paula Denzon, Gemino Dizon, José Duran, Lino Espina, Antonia Espiritu, Antonina Estoque, Escolastica, Juan and Rufina Flores, Josefa and Pilar Fortich, Julian Cuatin, Domingo Franco, Pablo Cachapian, Mauricia Gajuma, Josefa Garces, Restituta Gordoir, Pedro de Garcia, Go Guinoco, Mariano Guinte, Lucio Herrera, W. J. Hollie, Asiceta Javier, Juan Jerez, the Messrs. Joaquin and Brothers, Florentino Lapat, Martin M. Lewering, Lino Liérco, the heirs of Braulio Magallon, Alejo Meñoza, Pascuala Molina, Zacarias Molines, Josefa Montaire, Paula Nagsubuan, Vicenta Nazarino, Catalino Nore, Anita Ortiz, Estefania de Osmeña, Tomas Osmeña, Penia Denzon, Carmen Osano, Alejo Palalinjog, Arturo Pelayo, Severa and Silvestra Peñalosa, S. Peñalosa, Maria Perbuire, Paz Antonia, the heirs of Potenciano, Aquilina Rallon, Florentino Rallos, Pascual Malino, Pelagio Ramirez, Ricarda Rinarri, Romen, Ramon and Victorio Robe, E. Rodriguez, Tomas V. de Rodriguez, Vicente Rodriguez, Pablo Rosel, Basilia Roseil, Pedro Rupo, Victoria Robe, Delfina Salamanca, the Messrs. Angeles, Sanchez and Brothers, Bernardina Sanchez, Marcelina de los Santos, Juan Sindiong, Eleuteria Ch. Veloso de Singson, Segundo Singson, Felix Sevilla, Chiong Celoso, Juan and Simona Tacalinar, Bruno Teves, Generosa, Filotea and Francisco Teves, Valentina Tillo, Carlos Torres, Regino Torres, the Manager of the Cia. Agricola de Ultramar, Tan Unchuam, Esiquio Uy-Gudines, Jaime Vaño, Nicolasa Vasquez, Ciriaca Velasquez, Josefa, Marcial and Teodoro Velez, Corazon Ch. Veloso and heirs, Januario, Crispina, Damiana and Mariano Veloso, Eleuteria Ch. Veloso, the heirs of F. Veloso, the heirs of N. Ch. Veloso, H. Veloso, Mariano Veloso, Maximina Ch. Veloso, Tomasa Ch. Veloso, Catalino Vidal, Juan Rivera, Teresio Villa, Teofilo Villahermosa, Melchor and Victorio Violanda, the chinese Medina, Florencia Yeania, Florencia Yeonia and Apolonio Zalazar, these one hundred and seventy-one in Cebú; Jacinto Gador, in Talisay; Carpora Peñalosa, in Opon; Francisco Rubio, in Bantayan, Marcelina de la Serna, in Barili; and Vicente Torres, in Siboanga; the last one hundred and seventy six of Cebú, P. I., Rufo Avila, in Merida; Yap Bontic, Bartolomé Ch. Veloso and Calixto Cudilla, these three in Ormoc, and Francisco Sales, in Palompon, the last five of Leyte, P.

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Francisco Teves, Valentina Tillo, Carlos Torres, Regino Torres, the Manager of the Cia. Agricola de Ultramar, Tan Unchuam, Esiquio Uy-Gudines, Jaime Vaño, Nicolasa Vasquez, Ciriaca Velasquez, Josefa, Marcial and Teodoro Velez, Corazon Ch. Veloso and heirs, Januario, Crispina, Damiana and Mariano Veloso, Eleuteria Ch. Veloso, the heirs of F. Veloso, the heirs of N. Ch. Veloso, H. Veloso, Mariano Veloso, Maximina Ch. Veloso, Tomasa Ch. Veloso, Catalino Vidal, Juan Rivera, Teresio Villa, Teofilo Villahermosa, Melchor and Victorio Violanda, the chinese Medina, Florencia Yeania, Florencia Yeonia and Apolonio Zalazar, these one hundred and seventy-one in Cebú; Jacinto Gador, in Talisay; Carpora Peñalosa, in Opon; Francisco Rubio, in Bantayan, Marcelina de la Serna, in Barili; and Vicente Torres, in Siboanga; the last one hundred and seventy six of Cebú, P. I., Rufo Avila, in Merida; Yap Bontic, Bartolomé Ch. Veloso and Calixto Cudilla, these three in Ormoc, and Francisco Sales, in Palompon, the last five of Leyte, P.

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"6" by corners of wall. Bearings true, declination being 2° 21′ E.; date of survey, March 26, 1913.

All points referred to are indicated on two plans.

You are hereby cited to appear at the Court of Land Registration, to be held at the city hall, Calle Bagumbayan, city of Manila, P. I., on the 14th day of November, A. D. 1913, at 8.30 o'clock in the forenoon, to show cause, if any you have, why the prayer of said application shall not be granted; and unless you appear at such court at the time and place aforesaid your default will be recorded and the said application will be taken as confessed, and you will be forever barred from contesting said application or any decree entered thereon.

Witness the Hon. Pedro Concepcion, associate judge of said court, this 15th day of October, in the year 1913.

Attest: [SEAL.] ENRIQUE ALTAVÁS,
(45, 46.) *Acting Clerk of the Court.*

COURT OF LAND REGISTRATION.

CITY OF MANILA.

[Registration of title. Case No. 9262.]

To the Attorney-General of the Philippine Islands, the Municipal Board of the City of Manila, and Angela L. Vinda de Somes, this on calle Aviles No. 48, District of San Miguel; Vicente Go Tamco, No. 513, and the chinese Gan Tiac, No. 527, these two on calle Teodora Alonso, District of Santa Cruz, all in Manila, P. I.; and Josefa Rodriguez y Franco, calle San Pedro No. 7, Cavite, Cavite, P. I., and to all whom it may concern:

Whereas an application has been presented to said court by Dee C. Chuan, calle Teodora Alonso No. 527, District of Santa Cruz, Manila, P. I., to register and confirm his title in the following-described land:

A parcel of land with the buildings and improvements thereon, situated on calle Teodora Alonso Nos. 517–527, District of Sta. Cruz, City of Manila, P. I., more particularly bounded and described as follows:

Beginning at a point marked "1" on plan, being N. 3° 13′ E., 31.36 m. from Fire Plug No. 369, on NE. corner of calles Teodora Alonso and Sacristia; thence N. 21° 07′ E., 25.59 m. to pt. "2"; N. 68° 27′ W., 12.83 m. to "3"; N. 66° 26′ W., 6.06 m. to "4"; N. 18° 07′ W., 3.47 m. to "5"; N. 56° 00′ W., 27.04 m. to "6"; N. 49° 59′ W., 38.51 m. to "7"; S. 43° 39′ W., 15.04 m. to "8"; S. 39° 30′ E., 6.34 m. to "9"; S. 40° 25′ E., 37.72 m. to "10"; S. 54° 46′ E., 30.53 m. to "11"; S. 43° 28′ E., 9.22 m. to "12"; S. 24° 47′ W., 0.14 m. to "13"; S. 66° 11′ E., 13.03 m. to point of beginning; containing 1,947.9 sq. m.

Bounded on the NE. by property of Angela L. Vda. de Somes; SE. by calle Teodora Alonso; SW. by property of Vicente Go-Tamco and by estero de Trozo; and NW. by estero de Trozo.

All points referred to are indicated on the plan and on the ground point 1 by corner of building; points 2, 3, 5, 6 and 8 by wooden posts; and point 7 by wooden stake; bearings true, declination being 0° 49′ E.; date of survey, June 7 and 14, 1913.

You are hereby cited to appear at the Court of Land Registration, to be held at the city hall, Calle Bagumbayan, city of Manila, P. I., on the 14th day of November, A. D. 1913, at 8.30 o'clock in the forenoon, to show cause, if any you have, why the prayer of said application shall not be granted; and unless you appear at such court at the time and place aforesaid your default will be recorded and the said application will be taken as confessed, and you will be forever barred from contesting said application or any decree entered thereon.

Witness the Hon. Pedro Concepcion, associate judge of said court, this 15th day of October, in the year 1913.

Attest: [SEAL.] ENRIQUE ALTAVÁS,
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COURT OF LAND REGISTRATION.

PROVINCE OF CEBU.

[Registration of title. Case No. 9265.]

To the Director of Public Works, in Manila, P. I.; the Municipal Council of Cebú, Mons. Juan B. Gorordo, as representative of the Bishopric of Cebú, the Corporacion de los Padres Recoletos, Gregorio, Tomas and Isabel Abendan, Eduardo Alcorcon, Juana Alepan, Yap Anton, Pascual Antonio, Antonia, Apolonia, Isidora and Valentin Atillo, Maria Balili, Anacleta Barba, Potinciano Baylon, Barbara Beque, Eugenio Bergado, Jesus Biong, Eugenio Borgado, Andres and Baldomera Borromeo, B. N. J. Borromeo, Incarnacion Borromeo and Sisters, José and Vito Borromeo, Pablo Cachapin, Santiago Carbonel, Restituto Casals, Joaquin, Potenciano and Servanda Castro, Cang Suco, Eulalio Causin, Joaquin Clavano, the heirs of V. Climaco, Josefa Climaco, Juan Coi, Luis Concepcion, Angela, Cipriano and Maria Corro, Pedro and Victor Cui, Victoriana Dacua, Maria Daniel, George Deiz, Paula Denzon, Gemino Dizon, José Duran, Lino Espina, Antonia Espiritu, Antonina Estoque, Escolastica, Juan and Rufina Flores, Josefa and Pilar Fortich, Julian Castño, Domingo Franco, Pablo Cachapian, Mauricia Gajuma, Josefa Garces, Restituta Gordoir, Pedro de Garcia, Go Guiaoco, Mariano Guinte, Lucio Herrera, W. J. Hollie, Aniceta Javier, Juan Jerez, the Messrs. Joaquin and Brothers, Florentino Laput, Martin M. Levering, Liao Liecco, the heirs of Braulio Magallon, Alejo Meñosa, Pascuala Molina, Zacarias Molines, Josefa Montaire, Paula Nagsubuan, Vicenta Nazarino, Catalino Nore, Anita Ortiz, Estefania de Osmeña, Tomas Osmeña, Paula Denzon, Carmen Ouano, Alejo Patalinjug, Arturo Pelayo, Severa and Silvestra Peñalosa, S. Peñalosa, Maria Perbuire, Paz Antonio, the heirs of Potenciano, Aquilina Rallon, Florentino Rallos, Pascual Malino, Pelagio Ramirez, Ricarda Risarri, Roman, Ramon and Victorio Robe, E. Rodriguez, Tomas V. de Rodriguez, Vicenta Rodriguez, Pablo Rosel, Basilia Rosell, Pedro Royo, Victorio Robe, Delfina Salamanca, the Messrs. Angeles, Sanchez and Brothers, Bernardina Sanchez, Marcelina de los Santos, Juan Sindiong, Eleuteria Ch. Veloso de Singson, Segundo Singson, Felix Sevilla, Chiong Celoso, Juan and Simona Tacalinar, Bruno Teves, Generosa, Filotea and Francisco Teves, Valentina Tillo, Carlos Torres, Regino Torres, the Manager of the Cia. Agrícola de Ultramar, Tan Unchuam, Esiquio Uy-Gudines, Jaime Vaño, Nicolasa Vasquez, Ciriaca Velasquez, Josefa, Marcial and Teodoro Velez, Corazon Ch. Veloso and heirs, Januario, Crispina, Damiana and Mariano Veloso, Eleuteria Ch. Veloso, the heirs of F. Veloso, the heirs of N. Ch. Veloso, H. Veloso, Mariano Veloso, Maximina Ch. Veloso, Tomasa Ch. Veloso, Catalino Vidal, Juan Rivera, Teresio Villa, Teofilo Villahermosa, Melchor and Victorio Violanda, the chinese Medina, Florencia Ysania, Florencia Ysonia and Apolonio Zalazar, these one hundred and seventy-one in Cebú; Jacinto Gador, in Talisay; Carpora Peñalosa, in Opon; Francisco Rubio, in Bantayan, Marcelina de la Serna, in Barili; and Vicente Torres, in Siboanga; the last one hundred and seventy six of Cebú, P. I., Rufo Avila, in Merida; Yap Bontic, Bartolomé Ch. Veloso and Calixto Cudilla, these three in Ormoc, and Francisco Sales, in Palompon, the last five of Leyte, P.

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I.; Andres Melicor, in Inabanga; Bernabe Reyes, in Danis; Lao Tigso, in Talibong, the last three of Bohol, P. I.; Julio Llorente, in Pampanga, P. I.; Tes. de S. Pastrano and Tes. de S. Regidor, these two in China; and Melchor Veloso, in Spain, and to all whom it may concern:

Whereas the Improvement Committee of the Cebú Burnt Area District, composed of Honorable Sergio Osmeña, as Speaker of the Philippine Assembly, Honorable Manuel Roa, Provincial Governor of the Province of Cebú, Mr. Claud D. Upington, Provincial Treasurer of Cebú, Sr. Arsenio Climaco, President of the municipality of Cebú, and Sr. Marcelo Regner, appointed by Executive Order No. 83, series 1912, in accordance with the provisions of section 1 of Act No. 1393, as amended by section 1 of Act No. 1614 and article 1 of Act No. 1913, in exercise of the power conferred upon it by the said Act No. 1393, as amended by Acts Nos. 1614, 1913, 1990 and 2150, and pursuant to the provisions of the Land Registration Act, has presented an application, asking that the title of said committee be registered and confirmed in and to the following-described land and real property, to wit:

A parcel of land (420 lots of the cadastral plan of Cebú, No. 2), with such buildings and improvements as may exist thereon, situated in the municipality of Cebu, Province of Cebú, P. I., more particularly bounded and described as follows:

Beginning at a point marked "1" on plan, being N. 47° 43′ W., 404.45 m. from B. L. L. M. No. 1, Cebú; thence S. 16° 32′ W., 98.00 m. to point "2"; S. 14° 16′ W., 20.02 m. to "3"; S. 14° 06′ W., 111.74 m. to "4"; S. 4° 54′ E., 13.6 m. to "5"; S. 14° 14′ E., 25.08 m. to "6"; S. 75° 46′ W., 86.79 m. to "7"; S. 76° 04′ W., 19.36 m. to "8"; S. 75° 48′ W., 46.07 m. to "9"; S. 73° 45′ W., 2.32 m. to "10"; S. 75° 50′ W., 44.1 m. to "11"; S. 75° 47′ W., 95.61 m. to "12"; N. 14° 12′ W., 61.44 m. to "13"; N. 24° 52′ W., 35.1 m. to "14"; N. 14° 12′ W., 65.12 m. to "15"; N. 14° 10′ W., 8.04 m. to "16"; N. 14° 15′ W., 36.59 m. to "17"; N. 63° 06′ W., 25.08 m. to "18"; S. 78° 05′ W., 66.6 m. to "19"; N. 14° 07′ W., 143.8 m. to "20"; N. 14° 13′ W., 53.7 m. to "21"; N. 49° 52′ E., 1.75 m. to "22"; N. 30° 45′ E., 20.2 m. to "23"; N. 0° 22′ E., 1.59 m. to "24"; N. 67° 02′ E., 103.41 m. to "25"; N. 14° 51′ W., 0.8 m. to "26"; N. 3° 58′ E., 4.35 m. to "27"; N. 59° 22′ E., 65.7 m. to "28"; S. 82° 57′ E., 18.98 m. to "29"; N. 61° 30′ E., 0.8 m. to "30"; S. 65° 55′ E., 67.79 m. to "31"; S. 66° 20′ E., 11.31 m. to "32"; N. 34° 17′ E., 1.28 m. to "33"; S. 67° 16′ E., 42.54 m. to "34"; S. 17° 06′ W., 1.89 m. to "35"; S. 66° 26′ E., 6.25 m. to "36"; S. 15° 53′ W., 0.57 m. to "37"; S. 65° 55′ E., 4.12 m. to "38"; N. 17° 59′ E., 2.37 m. to "39"; S. 64° 05′ E., 11.1 m. to "40"; S. 23° 33′ W., 2.00 m. to "41"; S. 65° 55′ E., 0.17 m. to "42"; N. 15° 53′ E., 0.7 m. to "43"; S. 66° 26′ E., 79.47 m. to "44"; N. 37° 22′ E., 1.99 m. to "45"; S. 58° 50′ E., 6.07 m. to "46"; S. 27° 59′ W., 1.19 m. to "47"; S. 64° 56′ E., 16.87 m. to "48"; N. 36° 15′ E., 0.56 m. to "49"; S. 66° 27′ E., 60.45 m. to "50"; S. 66° 24′ E., 15.14 m. to "51"; S. 66° 27′ E., 14.04 m. to "52"; S. 69° 11′ E., 20.58 m. to "53"; S. 24° 03′ W., 0.99 m. to "54"; S. 66° 27′ E., 22.65 m. to point of beginning; containing 162,593 square meters.

Bounded on the N. by calles Colon and Juan Luna; E. by calle Norte America; S. by calle Comercio; and W. by calles Nellas Carmelo and Comite.

All points referred to are indicated on the plan and on the ground points "1", "2", "6", "7", "9" to "12", "15", "16", "18", "21" to "25", "31", "36" and "49" to "51" by P. L. S./B. L. monuments; point "3" by a spike in the wall corner of a house; points "4", "5" and "19" by spikes in side walk; point "8" by a spike in corner of wall and points "13", "14" and "17" by spikes; bearings true; declination being 1° 33′ E.; date of survey, 1911.

You are hereby cited to appear at the Court of Land Registration, to be held at the municipality of Cebú, Province of Cebú, P. I., on the 24th day of November, A. D 1913, at 8.30 o'clock in the forenoon, to show cause, if any you have, why the prayer of said application shall not be granted; and unless you appear at such court at the time and place aforesaid your default will be recorded and the said application will be taken as confessed, and you will be forever barred from contesting said application or any decree entered thereon.

Witness the Hon. Jesse George, associate judge of said court, this 18th day of October, in the year 1913.

Attest: [SEAL.] ENRIQUE ALTAVÁS,
(45, 46.) *Acting Clerk of the Court.*

COURT OF LAND REGISTRATION.

CITY OF MANILA.

[Registration of title. Case No. 9346.]

To the Municipal Board of the City of Manila, the Director of Lands, the Director of Public Works, and Ubaldo Macali, the latter on calle San Antonio No. 322, Domingo Garcia, calle Paz No. 538, and Basilia Javier, calle Herran No. 1317, these last three of the District of Paco, all in Manila, P. I., and to whom it may concern:

Whereas an application has been presented to this court by Felipe Arrienda José, calle Herran No. 1317, District of Paco, Manila, P. I., to register and confirm his title in the following-described land, to wit:

Two parcels of land with such buildings and improvements as may exist thereon, situated in the District of Paco, city of Manila, P. I., more particularly bounded and described as follows:

Parcel 1, on N. line of lot No. 2, calle Perdigon No. 30, (claimed by the city of Manila).—Beginning at a point marked "1" on plan, being N. 85° 27′ W., 189.74 m. from hydrant No. 123; thence S. 11° 06′ E., 15.17 m. to point "2"; S. 85° 39′ W., 15.70 m. to "3"; N. 2° 29′ W., 18.45 m. to "4"; N. 87° 00′ E., 13.30 m. to "5"; S. 5° 09′ E., 3.01 m. to point of beginning; containing 262.0 square meters. Bounded on the N. by property of the city of Manila; E. by properties of the city of Manila and Ubaldo Macali; S. by lot No. 2 (claimed by the city of Manila); and W. by property of Domingo Garcia. Point "2" is marked on the ground by a post; point "3" by a corner of wall; point "4" by a spike on stone wall and point "5" by a concrete monument.

Parcel 2 (claimed by the city of Manila); on Calle Perdigon No. 30.—Beginning at a point marked "1" on plan, being S. 89° 14′ W., 187.22 m. from hydrant No. 123; thence S. 85° 00′ W., 14.70 m. to point "2"; N. 0° 49′ W., 2.80 m. to "3"; N. 85° 39′ E., 15.70 m. to "4"; S. 19° 53′ W., 2.88 m. to point of beginning; containing 41.2 square meters. Bounded on the N. by lot No. 1; and E., S. and W. by calle Perdigon. Points "1" and "2" are marked on the ground by nails; point "3" by a corner of wall and point "4" by a post.

All points referred to are indicated on the plan; bearings of these two parcels true, declination being 0° 40′ E.; date of survey, January 4, 1913.

You are hereby cited to appear at the Court of Land Registration to be held at the city hall, calle Bagumbayan, city of Manila, P. I., on the 14th day of November, A. D.

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In times of emergency when repair shops are miles away, you are not helpless, provided you carry a Repair Kit, supplied with Firestone Accessories.

Hook-On Outside Gaiters for straight side or clincher tires; Lace-On Outside Gaiters for any tire; Blow-out Patches; Hold-fast Cementless Tube Patches; Pumps; "Cure-Cut" Cement; Firestone Tire Tape; Air Pressure Gauges; Tire Mica; Valve Parts, etc.

Small things to carry, big things to have, when troubles come.

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101 Market St., MANILA

Agents for Philippine Islands For the FIRESTONE TIRE & RUBBER CO. Akron, Ohio U. S. A.

Write for Illustrated Literature

AUTOMOBILE REGISTRATIONS

(Continued from page 9)

H-662	Benz	Bernabe Castillo	San Carlos, Occ. Negros	
H-663	Chalmers	Jose R. Teodcslo	Banga, Capiz	
H-664	Overland	Joaquin Trastorta	Ormoc, Leyte	
H-665	White	Pilar Reyes	Vigan, Ilocos Sur	
H-666	Buick	Eagle Trans. Co.	Davao, Mindanao	
H-669	Buick	Jose Locsin	Janiway, Iloilo	
AUTOS.				
00128	Buick	McKinley Garage	Ft. McKinley, Rizal	
00129	Ford	C. C. Goodfellow	Cavite, Cavite	
00130	Ford	do	do	
00131	Overland	do	do	
00144	Dodge	Juan Galmes	159 Solana	New
T-206	C. Bayard	Santiago Jimenez	Makati, Rizal	
T-207	Delahaye	Germinal Cigar Fac.	Manila	
T-256	Gramm	Sorsogon B. Trans.Co.	Sorsogon, Sorsogon	
T-251	Gramm	do	do	
T-252	Denby	Mariano Limjap	831 Echague	New
T-255	Lanchen	Union Truck Co.	602 Alvarado	
P. I. MOTORCYCLES				
P. I. 875	H. Davidson	Pro. of Davao	Davao, Davao	
876	Indian	Bureau of Pub.Works	Baguio, Benguet	
MOTORCYCLES				
1005	H. Davidson	Juan Arboleda	Alcala, Pangasinan	
1006	Smith	L. C. Murphy	Iloilo, Iloilo	
1007	F. N.	P. C. Santiago	Cebu, Cebu	
1008	Hudson	S. F. Teoson	S. Miguel, Bulacan	
1009	Indian	Ricardo E. Velez	Gugua, Pampanga	
1010	Henderson	Marcelo M. Taningco	Calawang, Laguna	New
1017	Indian	Mariano Batungbacal	Balanga, Bataan	
1018	Indian	Jose Fabie	148 Aguado	New
1019	Excelsior	A. W. Fluemer	560 Reina Regente	New

TRANSFERS

Reg. No.	Make	Owners' Name	Address	Transfered from
10360	(1917) Ford	V. Perraris	Munapla, Occ. Neg.	H. H. Steinmetz
H-772	Overland	Bachrach's Garage	Manila	Geo. Allan
H-772	do	C. C. Goodfellow	Cavite, Cavite	Bach. Garage
8718	(1917) Hupmo.	Estrella A. Palace	Manila	A. Brias Roxas
0718	do	M. Valentino	Vigan, Ilocos Sur	E. Auto Palace
H-469	(1917) Jackson	C. Liboon	Bacolod, Oc. Neg.	M. R. Lo Inga
473	(1917) Indian	J. A. David	S. Fernando, Pamp.	T. Santos
097	(1917) Ford	St. Lukes Hosp.	Manila	Maj. P. Brown
0790	(1917) Buick	McKinley Garage	Ft. McKinley, Riz.	H. R. Cooper
01234	(1917) Overland	A. Ramos	2030 Oroqueta.	S. Artiaga
0523	(1917) Overland	E. F. Du Presne	Delmonico Hotel	R. Abril
0214	(1917) do	Fred Karl	1938 Misericordia	G. A. Preston
410	(1917) Indian	Sgt. A. German	Ft. McKinley, Rizal	J. F. Lawrence
0063	(1917) Overland	Estrella A. Palace	Manila	Juan Galmes
196	(1917) Merkel	A. R. Dye	Regan Bar. Albay	J. V. Pappa
H-100	R.C.H.	R. Haag	707 Tayuman	D. Orbeta
02141	(1917) Maxwell	D. A. Uylangko	Pasay, Rizal	D. W. Shaw
0516	Brasier	T. Broce	Sn. Carlos Occ. Neg.	P. Commer. Co.
He rellastb	bOveR	utoL cisiros	J mthashrdlu vfwy vbgkqjj	
920	Brasier	C. Layola		M. Lim
920	do	A. Buitre	Legaspi, Albay	C. Layola
01724	Overland	L. Silva	Biñang, Laguna	J. Lim
01042	Buick	C. W. Cecil	Regan Barracks, Al.	A. W. Barry
646	Clement Bayard	E. Auto Palace	Iloilo	Brias
546	do	F. Akol	Iloilo, Iloilo	E. A. P.
619	F. N.	Fermin C. Santiago	Ceba, Cebu	T. Villahermosa
283	(1917) Indian	M. Quintia	Dao, Capiz	James E. Lee
448	(1917) F. N.	Segundo Perez	214 Gral. Luna	W. J. Grodske
P. I. 26	(1917) Hupm.	F. Puerta	Cebu, Cebu	Prov. of Cebu
01463	(1917) Overl.	Bachrach's Garage	Manila	H. Bomfiell
0609	(1917) Hupmo.	E. Strauss	46 Escolta	A. E. Parland
0994	(1917) Ford	R. G. Zobell	Sta. Cruz, Laguna	Mrs. O. H. K.
92	(1917) Indian	F. Herrera	960 Juan Luna	I. W. Kiser
T-107	(1917) Jeffery	Cebu West Coast	Trans. Co. Cebu	Cebu G. T. Co.
T-31	C. Bayard	S. Jimenez	Makati, Rizal	Bavar Siglo XX
0391	Maxwell	G. G. Franklin	Manila Club	Chas. G. Salil
01481	Buick	Ulpiano Tarroza	1322 Juan Luna	Tan Sian Seng
446	(1917) F. N.	M. R. de Cartagena	117 Legarda	Segundo Perez
01085	(1917) Hupm.	V. D. Sanchez	360 Aviles	A. N. Jose
1860	Hudson	P. G. Gepes	La Carlota, Occ. Neg.	A. Ledesma
02155	(1917) Ford	Abundio David	Hinigaran, Occ. Neg.	Quirico Abeto
01581	Dodge	E. A. P.	Cebu	C. Rodriguez
01581	Dodge	F. Kariacos	Tagbilaran Bohol	E. A. P.
82	Chalmers	F. Reyes	Vigan, I. Sur	Bach. Garage
0281	(1917) Ford	Julian La O	212 Espeleta	R. Corpus
H-208	Buick	J. A. Murphy		H. McAustin
H-208	do	C. R. Thomason	Iligan, Lanao	J. A. Murphy
H-44	White	F. Reyes	Vigan, I. Sur	Bach. Garage
309	E. M. F.	Enrique Palabay	S. Juan, La Union	A. R. Padua
0466	(1917) Buick	A. H. & Pl. Co.	Manila	J. M. Sanpedro
01463	(1917) Overl.	J. F. Bromfield	460 J. Luna	Bach. Garage
01874	(1917) Hupm.	A. H. & PL. Co.	Manila	H. J. Fox
0252	Maxwell	Capt. D. F. R. Castiel	McKinley, Rizal	Maj. Conrad
642	Buick	J. A. Murphy		M. Veloso
442	Buick	C. R. Thomason	Iligan, Lanao	J. A. Murphy
01290	(1917) S. Booth	H. A. Burgers	190 Buenavista	Mrs. Weeks
0197	(1917) Ford	A. Romanach	955 R. Hidalgo	F. E. Baughman
384	Excelsior	F. Schiller	Ft. McKinley Rizal	F. W. McCarthy
607	(1917) H. Dav'son	F. W. McCarthy	192 Victoria	Isaac S. Diller
392	(1917)	do	A. Billips Co. A.	Joseph Newman

LEARNING TO DRIVE IS HARD ON NERVES

The following clever article is from the Philadelphia Public-Ledger. It will remind many Manilans of their first attempts to master the intricacies of the "devil-wagons" as the Chinese have yclept motor-cars:

Rhirrrr-rhirrrr-rhirrrr-bang! And the owner who had taken much thorough lessons on how to run an automobile jumps lightly to the road, and with his brow knitting over the vision of a fifty-dollar repairer's bill for new gears, learns for all time never to throw in the clutch with the lever turned to high speed. And this charming little pastime of stripping gears is only one of the many tricks which add to the perplexities of the learner and the coffers of the repairer.

Learning to run an automobile is, however, very simple. One who plays a church organ might have some natural talent in the manipulation of the pedals, and any "soda jerker" who has been on intimate terms with the paraphernalia of a soda fountain might soon acquire knowledge enough of the switches, control of gas and spark, reverse, speeds, horn, handbrake and lamps to run the car into the first coal wagon, but to keep the thing going under control, fast or slow, and with comparative safety to the good people of the town, requires a complex brain which can work in units or collectively and automatically.

It is much easier to run an elevator. Drivers admit this. But since every one learns sooner or later, it must be through some period of instruction, and it is. Instruction includes many foolish things. The first thing a learner does is to forget the things the kindly gentleman told him who sold the car. The wonderful motor being delivered, the owner jumps in, maybe with his wife, who does not realize the excellent chance her children have for being orphans.

The careful chauffeur who delivered it left the hand brake locked at the side. Mr. Learner pushes down the clutch pedal, then, as per instructions, turns on the ignition switch and turns his engine over with the starter.

Hooray! It Moves!

It all works just as the advertisement said. Pushing the lever a bit right a little forward in the first speed the car jerks, trembles and hobbles forward out of the garage into the street, while he clutches the wheel, wondering what is the matter. It works, it moves, it runs, but something is wrong. It squeaks in a peculiar manner as he pushes the lever into higher speed and they go faster, yet there is no tingling sense of riding on air. A policeman yells at him, "Cut out that smoke!" He turns around the corner, and, driving to a nearby garage, jumps out with beads of perspiration on his face.

"Quick, men! It's on fire!" he cries. And the smoke goes on pouring out at the rear.

The garage man passes a critical eye over the machine and, scorning the frenzied owner's delirium about his new car being burned up, releases a lever and smiles. The gentleman had merely forgotten to unlock his hand brake and was running while the shoe was getting hotter and hotter. As they ride away Mr. Learner looks meekly at his wife, who, by the way, loaned him the $12.50 to take the lessons.

Death, Destruction and Despair

The proper application of the reverse and the possibilities for death, destruction and despair which lie in the throttle may be seen in the following:—Two brothers bought a car in a little town in the Middle West. After riding around town with a demonstrator one of them declared he knew it all since he had run a binder, a cream separator and had milked cows.

Arriving at their barn, one brother jumped out to open the doors, while the driver put on high speed in order to get up the incline to the barn. He went up sailing, and once inside the barn had to reverse to keep from hitting the wall. He reversed and backed out of the barn before he could stop.

"Say," he called to his brother, "I'm coming again, and as soon as I get inside you shut the doors quick so I won't bounce out!"

And he slammed into the barn, into the wall and backed again. The doors held him, though it cost two broken planks to do it.

There is another harmless-looking pedal, oftimes like a push button, which is the peculiar plaything that brings the fine of $13.50 and costs. It is the accelerator, called various names by novices, owners and girls who shop in their own cars.

"'Tis an auxiliary," crieth the young maid who liketh speed.

"Push the accelarndo," says the musician, and the lady dressed in black thinks of church and calls it the "auxiliary."

"Exhilarator" is the word, may be, says the young driver. Whatever it is, just caress it and feel the machine jump like a jack-rabbit.

Ceases to Be a Novelty

This is generally avoided by learners, who even fear to put on high speed. After one has become hardened to the road and killed the required number of pigs and chickens, been arrested three times and cleared fireplugs, trees, telegraph poles and shaved the edge off the curbstones, the accelerator is no longer a novelty, but a necessity.

The difference between the first speed and high is difficult for the learner to grasp. One cautious old farmer wrote to an automobile firm, telling them then machine was no good.

"I can't go a mile before the radiator is steaming, and I have to fill up the water tank. Come down here and take it."

A man was sent to see what was wrong. He went riding with the owner. After getting started the young man asked him why he did not get into high speed.

"Say, young feller," he said, "this things go fast enough for me on low without whizzin' along over fences on high."

He didn't know that one can go just as slow on high as on low, and therefore he was traveling with his engine doing twice the work while the water boiled away.

What Repairmen Like

A new automobile—that is, the first automobile—creates the same pride in the owner's heart that his first bicycle did as a boy. He usually plays with it, toys with its machinery, jacks it up and fondles with the whole business. This form of amusement is advocated by repairers. It is very expensive. One man, who, of course, knew all about his car, jacked it up in his private garage. He became interested in the rear wheels. They do all the work, yet they are at the mercy of the two front wheels which guide the way. Strange!

This loving little soul saw the wheel turn and it did his heart good. It turned forward. He mused fondly. Holding his chin in his hand, his gaze fell on the other rear wheel. He started. He glared. It was actually going in the opposite direction to the other. Spirits! Mystery!

"Hey, hey," he cried over the phone to his repairer, "the wheels are going in different directions! What's doing it?"

"Aw, that's the differential," came the reply; "forget it."

"The differential," repeated the man. "That must mean different; oh yes, I see."

In turning a sharp corner the wheels turn at different rates of speed, or even in different directions, and the differential makes it possible. Never thought of that, eh?

U. S. LEADS WORLD IN AUTOS GREAT BRITAIN POOR SECOND

Afghanistan	65
Algeria	5,900
Arabia	50
Argentina	12,550
Australia	20,350
Austria	13,160
Belgium	9,400
Bolivia	19
Brazil	5,400
British North Borneo	5
British South Africa	8,340
Bulgaria	3,050
Burma	800
Canada	55,660
Ceylon	2,150
Chile	768
China	714
Colombia	1,131
Costa Rica	145
Cuba	2,695
Denmark	8,525
Dutch East Indies	7,413
Ecuador	171
Egypt	872
France	98,400
Germany	71,455
Great Britain	276,690
Greece	335
Guatemala	210
Haiti	45
Holland	3,750
Honduras	9
Hongkong	65
Hungary	6,200
Iceland	11
India	7,725
Italy	13,000
Jamaica	548
Japan	1,500
Libya	400
Madagascar	75
Mexico	4,290
Morocco	490
New Zealand	10,060
Nicaragua	18
Norway	975
Panama	127
Paraguay	18
Persia	27
Peru	350
Philippines	2,580
Porto Rico	2,400
Portugal	2,500
Rumania	1,800
Russia	15,360
Salvador	37
Samon	10
Santo Domingo	45
Serbia	120
Siam	750
Spain	9,000
Straits Settlements	2,193
Sweden	6,086
Switzerland	5,100
Trinidad	278
Tunis	945
Turkey	525
United States	2,400,000
Uruguay	1,810
Venezuela	775
Zanzibar	40

$1,000,000,000 IN ACCESSORIES

"While I appreciate that those attending the automobile show are primarily interested in the complete motor car, it is gratifying to know that there is a growing tendency on the part of the public to more thoroughly scrutinize the units that are used in motor car construction than has been the custom in years past," says C. E. Thompson, chairman of the show committee of the Motor and Accessory Manufacturers.

"The experienced motor car buyer has passed that period when body lines, paint and upholstery are the deciding issues in arriving at a choice. The motor wise buyer today wants to be convinced that the motor, starting and lighting systems, carburetor battery, axle, differential, transmission, generator, clutch and other parts are built by reputable concerns who are strong financially and whose integrity is above reproach and who will, above all, stand back of their advertising statements, and who are equipped to render all necessary service.

"When the motor car buyer attends this year's automobile show he will be confronted with the greatest array of motors, parts and accessories that has ever been placed on exhibition. Members of the Motor and Accessory Manufacturers have bent every effort to produce new and improved devices that make for comfort and reliability.

There is a tendency on the part of the public to labor under the false impression that the car manufacturer makes everything used in the construction of an automobile. That this is not so is evidenced by the fact that the combined capitalization of members of the Motor and Accessory Manufacturers approximates $1,000,000,000. There are 263 members affiliated with the big motor and accessory organization. These figures will naturally astound the average layman who does not appreciate the vast importance of the motor and accessory industry.

GROWTH OF AUTO INDUSTRY

Some idea of the magnitude to which the automobile industry has risen in the twenty-one years of its existence may be obtained from the figures issued at the first of the year by Chairman Reeves of the National Automobile Chamber of Commerce. Ever since the inception of the industry records for production and distribution have been broken each year, and in 1916 two new goals were reached. The production during the twelve months ending December passed the million mark in the United States, and for the first time the total value of all types of motor vehicles passed the billion dollar mark.

According to the Commerce Chambers figures, the total production of motor cars was 1,617,708, of which 1,525,578 were pleasure vehicles and 92,130 various types of trucks and delivery wagons.

The total value of this output, based on the retail price, was $1,088,028,273, represented by $921,378,000 in passenger cars and $166,650, in trucks.

In 1915 the total output of cars was 872,618, the gain in production over the preceding year, therefore, being 80 per cent, and this increase is twice as much as the average annual gain since the foundation of the industry. At the beginning of 1916 the National Chamber of Commerce estimated that the production for that year would be 1,200,000. The prophets of the automobile industry have never been lacking in boldness and imagination, but these prophets worth heeding fell short of the actual output in 1916 by more than 400,000.

LATIN AMERICANS LIKE FLASHY CARS

Latin-Americans go in for loud effects in motor car colors, having no fondness for the conventional hues which predominate in the United States. The motor car companies have made this interesting discovery. South Americans, Cubans and Porto Ricans all appear to prefer bright-colored cars, judging from special orders sent to car factories.

A few days ago a certain factory shipped eight cars to Havana. One was a seven-passenger touring car in violet purple, with white wire wheels and a Victoria top. All the others were finished in somewhat flashy colors. One was a light red, with black wire wheels.

AMERICAN SPARK PLUGS FOR RUSSIANS

With the introduction of A. C. spark plugs into Russia, it may truthfully be said that these famous plugs will now be represented in every country in the world. Long since recognized as the standard spark plug of America, they are now to be introduced to the exclusive automobilists of Petrograd and other leading cities of Russia by Arthur D. Corbin, who for the past ten years has gained fame through his connection with the Packard Motor Car Company, working on sales promotion.

Corbin has recently bought an interest in the firm of Pluym & Ochs of Petrograd, Russia, for the distribution of cars, and is taking with him among other high-grade accessories the highly esteemed A. C. spark plugs, which he feels will meet the exacting requirements of Russian motorists.

SPANIARDS BUYING AMERICAN AUTOS

A Malaga firm which undertook the agency for the makes of American automobiles oil, as the result of information supplied by the United States consulate in that Spanish port, has already sold five cars costing $5410, and has ordered four others to cost $4140 free on board.

BODY POLISH

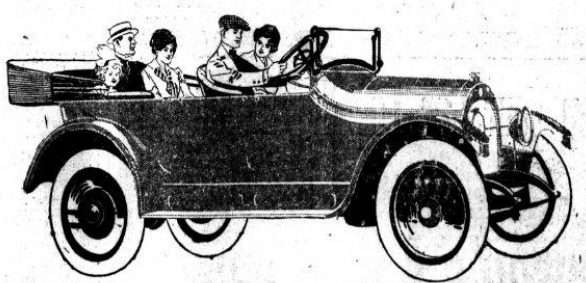
A good and inexpensive polish for brightening enameled body parts can be made by mixing three ounces of citronella, one pint of kerosene, one gallon of turpentine and one and a half ounces of oil of cedar. Apply the mixture with a another dry soft cloth. The more rubbing afforded the parts the greater will be the luster.

Overland

Model 75 B

=P=215.00

Model 75 B Touring Car



The Price of This Car Startled the World

Never in the history of the motor car business has there appeared a car equal in value to the new series Overland Model 75 B.

Its cost—both first cost and operating cost—was a revelation to the public.

It overshadows every other car in its price class for power and economy.

You can get from 20 to 25 miles on a gallon of petrol!

Moreover you get the comforts and advantages that heretofore were confined to the higher priced cars.

For this newest Overland is completely equipped—there is not a thing to buy extra.

You get the finest Auto-Lite electric starting and lighting system, Tillotson carburetor, magnetic speedometer, one-man hood, demountable rims and practically every accessory found on the highest priced cars.

And with it all you get an attractive looking car, for the model 75 B is finished in a beautiful light gray.

No wonder this Overland startled the world.

We want you to see this new car—to ride in it. A demonstration will show you how simple and easy it is to drive and how much enjoyment you can have at a very small expense.

Model 84-B
The Willys-Knight five passenger touring car. 114 inch wheelbase, Knight type engine. P3250.

BACHRACH GARAGE & TAXICAB COMPANY, INC.
PHONE 44
CEBU—MANILA—ILOILO

The Willys-Overland Company, Toledo, Ohio, U. S. A.